

SAYS GERMAN SHIP DISREGARDED "C Q D"

Carthia's Operator Declares "Damned Fool on Frankfurt Only Wanted to Know 'What's the Matter?'"

COMMITTEE GOES TO WASHINGTON

Ismay, Franklin, Several Members of Titanic's Crew and Probably Many Passengers Will Be Called to Testify When Hearings Are Resumed To-morrow.

The sessions yesterday of the investigation being conducted at the Waldorf-Astoria by a sub-committee of the Senate Committee on Commerce into the sinking of the Titanic served rather to disclose than to unravel mysteries.

The Frankfurt, "of some German line," was the first ship to acknowledge the "C Q D" call of the Titanic, and the wireless operator on the Titanic, judging by the strength of the wireless waves, was convinced that the Frankfurt was even nearer than the Carpathia, but the German ship failed to report her own position and made apparently no effort to respond to the distress signal of the White Star liner.

The Frankfurt is a North German Lloyd boat and plies between Galveston and Bremen.

Senator Smith introduced the message sent to Representative Hughes on the Monday following the crash, which asserted that the Titanic's passengers were "all safe" and would probably be landed at Halifax, to which port that ship was "proceeding." This message was signed "White Star Line," but insistent questioning of both the wireless operators at the hearing failed to reveal the slightest warrant for the message, and its authorship still remains to be explained.

Preceding the convening of the committee Senator Smith admitted that the government had evidence of the fact that J. Bruce Ismay had sent three wireless messages from the Carpathia insisting that the Cedric be held to await the arrival of that ship in order that he himself and the surviving officers and crew of the Titanic might return immediately to England. These messages are understood to have been picked up by the cruisers which this government sent to meet the Carpathia, as Mr. Ismay, since he was subpoenaed by the investigating committee, has reiterated his desire "to lend the committee every possible assistance."

There was a mere suggestion of mystery in the course of the Olympic, sister ship to the Titanic, which failed to come to the latter's assistance, perhaps more of a suggestion of suspicion on the part of the committee than anything actually brought out. It seems probable that subsequent developments will show that the Olympic was too far away to render any actual assistance.

TO CONTINUE HEARING IN WASHINGTON.

After the noon recess Chairman Smith announced that the committee would stand adjourned to meet to-morrow morning in Washington. He explained that it had seemed important to hold some hearings here in order that the plan of the inquiry should be mapped out and subpoenas issued for those it was desired to examine later, and also in order that the captain of the Carpathia and his passengers, who had already made a great sacrifice of time and convenience to assist the survivors of the Titanic, might proceed on their way to the Mediterranean without further delay.

Among those who will be further examined are J. Bruce Ismay, president of the International Mercantile Marine Company; the surviving officers of the Titanic, the surviving wireless operators and others on whom subpoenas have been served, P. A. S. Franklin, of the White Star Line, and various members of the crew of the Titanic, together with a number of the surviving passengers. All surviving members of the crew who were not subpoenaed sailed yesterday on the Lapland.

At yesterday's sessions Harold S. Bride, the assistant wireless operator of the Titanic, was examined. Harold T. Cottam, the wireless operator of the Carpathia, was recalled, and Herbert J. Pitman, third officer of the Titanic, was sworn, but his examination was barely begun when adjournment was taken. All the witnesses subpoenaed are ordered to be in Washington to-morrow forenoon.

The appearance of Bride, who was brought in in an invalid chair, has feet swathed in bandages, his ankles having been crushed, added a dramatic feature to the session, as did the appearance of a young woman, said to be a Miss Harding, who sobbingly inquired for Second Officer Lightoller, from whom she sought some further tidings of the first officer, Murdoch, who went down with the ship.

Bride testified that even after the collision had rendered the wireless apparatus useless both he and his chief, Phillips, remained at their quarters until permission was given by the captain to leave the ship, this being given in the words, "You had better take off yourselves now." He further testified that he saw the captain on the bridge when it was practically awash and saw him jump into the sea just before the Titanic finally disappeared beneath the waves.

RECALLS NO MESSAGE THAT ALL WERE SAFE.

Cottam was recalled to ascertain, if possible, what, if any, warrant there was for the message sent to Representative Hughes, whose daughter and her husband were on the Titanic, saying that all passengers were safe and that the Titanic was proceeding to Halifax. Cottam, who had worked almost incessantly from Monday morning to the time his ship docked, on Thursday evening, was somewhat hazy as to what messages he had sent, but was quite positive he had not sent anything to warrant this message and that he had sent no message which was not true.

He said, however, that the captain of the Carpathia originally intended to put into Halifax, but changed his mind. When asked how he knew Captain Rostron contemplated going to Halifax, he replied that when, pursuant to an inquiry from the Baltic, he had asked the captain the ship's destination the captain replied that he could not say just then. Cottam also testified that he had no orders to remain on duty during specified hours, but was permitted to exercise his own discretion when there were no messages to be sent.

Bride, the Titanic's assistant operator, showed plainly the effects of the strain and his injuries, answering questions in a low voice, but without hesitation and with intelligence. He said that so far as he knew no message had come to Captain Smith ordering him to change his course or speed, or any like message to any other officer of the ship. He testified to the receipt of a message from the California regarding the position of ice, although he knew that vessel only by its code term, the letters "M W L."

The message, he said, was received about 5 p. m. on Sunday. He admitted that when the first call came he was busy on some accounts and did not answer, but that about thirty minutes later he overheard the California sending the message to the Baltic and copied it, handing the message to the captain. The second officer said yesterday that the

"ONE MOMENT, PLEASE."



"A government boat picked up messages stating that Mr. Ismay desired to sail on the Cedric, and they were forwarded to Washington. . . . Mr. Ismay was anxious to go back and to have the crew of the Titanic go back immediately. He wanted to go back on the Lapland to-day. I had to tell him rather emphatically that he could not go. . . . I made up my mind that Mr. Ismay and the members of his crew would have to stay here and make certain explanations to the American people. . . . The American people need not fear. We shall get the facts in this case."—Senator William Alden Smith.

LONDON CONDEMNS ISMAY ON HIS OWN EVIDENCE

His Testimony Indicates Disaster Could and Should Have Been Prevented.

(By Cable to The Tribune.)

London, April 20.—The evidence given in New York before the Senate investigation committee is being closely examined by Board of Trade experts, shipping officials and the British newspaper reading public generally in this country. J. Bruce Ismay's evidence and Officer Lightoller's admissions are regarded as justifying the popular opinion that the disaster could and should have been prevented.

What everybody is asking is, Why was the Titanic driven at a speed of twenty-two and one-half knots through the ice zone, and why was the precaution of doubling the lookouts not taken? The impression here is that the public has been living in a fools' paradise, that every transatlantic liner has been navigated with a reckless disregard for human life, and that the Titanic merely followed where other crack steamers led.

An analysis of the death roll shows that two out of every three first class passengers were saved, and only two out of every six second class and two out of every eight third class. This disproportion is a subject of bitter comment.

Grave news was received to-night from Southampton, where a number of the crew of the Olympic are canvassing their comrades on a proposal to refuse to embark next Wednesday for the voyage to New York owing to the fact that the vessel is insufficiently provided with lifesaving apparatus—a state of things from which the crew is always the first to suffer.

SAYS WOMEN RESCUED HIM Bayonne Man Tells How Sailors Kept Him from Lifeboats.

Thomas McCormick, of No. 36 West 20th street, Bayonne, a young Irishman, who was a second class passenger on the Titanic when she went down last Monday morning, told a thrilling story last night of how his life had been spared by the pleadings and protestations of two young Irish girls who had been fellow passengers on the White Star boat.

When the Cunard liner Carpathia docked on Thursday night McCormick was taken to St. Vincent's Hospital, suffering from shock and exposure. His sister, Mrs. Catherine Evers, with whom he lived at the Bayonne address, searched the city for him and found him last night.

McCormick said he was aroused from his bed by a trembling of the ship and the stopping of the engines. He and two cousins who were with him hastily dressed and started for the upper deck. When they reached the stairway, McCormick said, two officers beat them back, but they finally got past and rushed out on deck.

Once on deck, McCormick lost sight of his cousins, but grabbed a life preserver himself, fastened it and leaped overboard. He saw a lifeboat crowded with women and attempted to climb aboard, he said, but was beaten off by the sailors, who struck him on the head and hands with the oars.

McCormick paddled about in the icy water for several minutes and then tried to get into another lifeboat. Again he was

beaten off by the sailors, and was about to give up the attempt when two young girls sitting in the stern of the boat stretched out their arms and pulled him on board, despite the protests of the sailors, who feared the boat would upset.

Even after he lay in the bottom of the boat, McCormick said, the man in charge tried to push him off, but the girls protested, and he was allowed to remain. McCormick will leave the hospital in a day or two.

VOYAGE LENGTHENED 6 HRS.

New Transatlantic Routes Now More than 130 Miles Longer.

Washington, April 20.—According to careful measurements made by Captain Knapp, chief hydrographer of the navy, the decision of the transatlantic steamship companies to change the great sea routes 180 miles further south in the interest of safety of passengers results in lengthening the distance from Ambrose Channel Lightship, at the entrance of New York Harbor, to Bishop's Rock, off the Scilly Islands, on the English coast, by precisely 131 nautical miles for the southern route eastbound and 138 miles westbound. The exact distances are:

Southern route, eastbound, old, 2,006; new, 3,129; southern route, westbound, old, 2,053; new, 3,091 miles. This means that at 22 knots average speed it will take the liners a trifle over six hours more to cover the transatlantic course.

DEWEY'S OLD BURGUNDY & CLARETS

with meals, strengthen Brain and Body. H.T. DEWEY & SONS CO., 51 Fulton St., N.Y.—Adv.

IGNORED CROW'S NEST ICEBERG WARNINGS

Survivor Declares That Titanic's Lookout Shouted of Danger Three Times Before Crash.

FIRST OFFICER DIDN'T HEED

"No Wonder Murdoch Shot Himself," Said One, Angry That Their Vigilance Should Go for Naught.

Three warnings that an iceberg was ahead were transmitted from the crow's nest of the Titanic to the officer on the bridge fifteen minutes before she struck, according to Thomas Whiteley, a first saloon steward, now in St. Vincent's Hospital.

Both the crow's nest lookouts were saved. Whiteley says he heard a conversation between them in which they discussed the warnings given to the Titanic's bridge of the presence of the iceberg.

"I heard one of them say that at 11:15 o'clock, fifteen minutes before the Titanic struck, he reported to First Officer Murdoch on the bridge that he fancied he saw an iceberg," said Whiteley. "Twice after that the lookout said he warned Mr. Murdoch that a berg was ahead. I can't remember their exact words, but they were very indignant that no attention was paid to their warnings. One of them said: 'No wonder Mr. Murdoch shot himself.'"

Whiteley said that on one of the first boats lowered the only passengers aboard were a man who he was told was an American millionaire, his wife, his child and his two valets. The others in the boat were firemen and coal trimmers, he said, seven in number, whom the man had promised to pay well if they would man the lifeboat. They made only thirteen in all.

"I do not know the man's name," said Whiteley. "I heard it, but have forgotten it. But I saw an order for £5 which this man gave to each of the crew of his boat after they got aboard the Carpathia. It was on a piece of ordinary paper addressed to the Coutts Bank, of England."

"We called that boat the 'money boat.' It was lowered from the starboard side, and was one of the first off. Our orders were to load the lifeboats beginning forward on the port side, working aft and then back on the starboard. This man paid the firemen to lower a starboard boat before the officers had given the order."

Whiteley also told how he swam around for what seemed to him at least two hours, how he reached an overturned boat covered with men, how Second Officer Lightoller told him it was a case of thirty-two lives against his and how finally one of the men clinging to the boat dropped off exhausted and he was pulled up to take his place.

TITANIC LOSS CAUSES SUICIDE.
Santa Monica, Cal., April 20.—The body of Mrs. M. U. Schuler, said to have been from St. Louis, was found in the ocean here to-day. She had jumped to her death some time last night. According to friends, Mrs. Schuler was much affected by the Titanic disaster, and it is believed her mind gave way.

ISMAY ORDERS BOATS, ANTICIPATING LAWS

Every Ship to Have More Than Enough Safety Equipment for Everybody, Irrespective of Legislation, He Says.

TALK OF CRIMINAL PROSECUTION

Ismay and Franklin Ordered to Testify Before Full Committee in Washington—Wanted to Get Away at Once, Chairman Says, Giving Intercepted Messages Ordering Cedric Held for Titanic's Crew.

A step that seemed obvious a week ago, when the sinking of the Titanic and the terrible loss of life became known, was taken yesterday and was the first attempt to prevent a similar disaster in the future.

Orders were issued for every ship on all the lines of the International Mercantile Marine Company to be equipped immediately with lifeboats and rafts enough to save the life of every human being on board in case of an accident at sea.

The lines affected by this order include the White Star, the American, the Atlantic Transport, the Red Star, the Leyland and the Dominion.

In telling of the issuing of the order J. Bruce Ismay, president of the International Mercantile Marine Company and chairman of the board of directors and managing director of the White Star Line, said:

"I determined to do this, irrespective of any present or future laws on the subject, either in this country, in England, or Holland, or any other foreign countries touched by the lines of the International Mercantile Marine Company."

"I am going to see to it that not only every passenger, but every member of the crew on any ship of the White Star, the American and all other lines of the International Mercantile Marine shall in the future be as safe as possible in case of another accident."

"We are not waiting to merely comply with the law. We are going to disregard the technicalities and give the most ample and complete protection to human life, irrespective of all legal requirements. In the future there will never arise a condition in which there is not room for everybody in the lifeboats or on the unsinkable pneumatic liferafts, that are not even capable of being upset in rough weather."

The Senate investigating committee continued its sessions at the Waldorf yesterday. The witnesses heard were H. S. Bride, the surviving wireless operator of the Titanic, and H. T. Cottam, the wireless operator of the Carpathia. J. Bruce Ismay and P. A. S. Franklin, vice-president of the White Star Company, were in attendance.

SUBPOENAED TO APPEAR IN WASHINGTON.

With the surviving officers, twenty members of the crew and several of the surviving passengers of the Titanic, Mr. Ismay and Mr. Franklin have been subpoenaed to appear in Washington to-morrow morning before the full Senate committee investigating the Titanic disaster.

Before the morning session yesterday Senator Smith said that the reason he and Senator Newlands hurried to New York to begin the investigation here was that the government cruisers had intercepted wireless messages from the Carpathia showing that J. Bruce Ismay wanted the Cedric, of the White Star Line, held to take him and the crew of the Titanic back to England immediately on their arrival here.

The messages were sent to P. A. S. Franklin, of the White Star Line, under his code name, "Islefrank," and were signed with Mr. Ismay's code name, "Yamsi." The following have been published as the text of the messages:

Islefrank, New York:
Very important you should hold Cedric daylight Friday for Titanic crew. Answer. YAMSI.

Islefrank, New York:
Think most unwise keep Titanic crew until Saturday. Strongly urge detaining Cedric, sailing her midnight, if desirable. YAMSI.

Islefrank, New York:
Unless you have good and substantial reason for not holding Cedric, please arrange do so. Most undesirable have crew New York so long. YAMSI.

Senator Smith said yesterday morning: "A government boat picked up those messages stating that Mr. Ismay desired to sail on the Cedric, and they were forwarded to Washington. It was that which made me take an early train to New York. It was that which made me go to New York Thursday night, when the Carpathia docked."

"Mr. Ismay was anxious to go back and to have the crew of the Titanic go back immediately. He wanted to go back on the Lapland to-day. I had to tell him rather emphatically that he could not go."

"I made up my mind that Mr. Ismay and the members of his crew would have to stay here and make certain explanations to the American people."

"WE SHALL GET FACTS," SENATOR SAYS.

"The American people need not fear. We shall get the facts in this case."

When Mr. Ismay was asked about the messages he said: "Although I haven't had time to compare the publisher's telegrams with those I sent, I can say that I did send telegram for the purpose of expediting the return of the Titanic's crew to England. Most of the crew have relatives on the other side and were anxious to get home after their harrowing experience."